IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently amended): A method ~~of~~ for accelerating a destruction of a vortex formed at a rear of a wing of an aircraft by a merging of first and second co-rotating eddies, the method comprising:

generating a periodic perturbation adjacent an area of creation of the first eddy, the periodic perturbation having a wavelength capable of exciting at least one internal instability mode of a core of the first eddy.

Claim 2 (Currently amended): The method according to claim 1, wherein the periodic perturbation is generated in an area adjacent a flap of the wing.

Claim 3 (Original): The method according to claim 2, further comprising:

extending a perturbation device from the area adjacent the flap of the wing;

and

retracting the perturbation device into one of the wing and the flap.

Claim 4 (Original): The method according to claim 2, further comprising:

extending an unstreamed element from the area adjacent the flap of the wing; and

retracting the unstreamed element into one of the wing and the flap.

Claim 5 (Currently amended): The method according to claim 4, wherein the unstreamed element has ~~one of~~ a circular ~~and an elliptical~~ cross section.

Claim 6 (Original): The method according to claim 2, further comprising:

emitting a jet of fluid from the area adjacent the flap of the wing.

Claim 7 (Currently amended): A method ~~of~~ for accelerating a destruction of a vortex formed at a rear of a wing of an aircraft by a merging of first and second co-rotating eddies, the method comprising:

emitting a jet of fluid transverse to a direction of travel of the aircraft, the jet of fluid causing a periodic perturbation having a wavelength capable of exciting at least one instability mode of the first eddy.

Claim 8 (Original): The method according to claim 7, wherein the jet of fluid is emitted at a velocity at least equal to a velocity of the aircraft.

Claim 9 (Currently amended): The method according to claim 8, wherein the jet of fluid is emitted from ~~one of~~ the wing ~~and a flap~~ of the aircraft.

Claim 10 (Currently amended): A method ~~of~~ for accelerating a destruction of first and second contra-rotating vortices formed at a rear of first and second wings of an aircraft, the first contra-rotating vortex being formed by a merging of first and second co-rotating eddies, and the second contra-rotating vortex being formed by a merging of third and fourth co-rotating eddies, the method comprising:

generating a first periodic perturbation adjacent an area of creation of the first eddy, the first periodic perturbation having a first wavelength capable of exciting at least one internal instability mode of a core of the first eddy; and

generating a second periodic perturbation adjacent an area of creation of the third eddy, the second periodic perturbation having a second wavelength capable of exciting at least one internal instability mode of a core of the second eddy.

Claim 11 (Original): The method according to claim 10, wherein the first and second periodic perturbations are generated such that diameters of the first and second vortices are greater than a predetermined proportion of a distance between the first and second vortices.

Claim 12 (Original): The method according to claim 11, wherein the first and second periodic perturbations are generated such that the diameters of the first and second vortices are greater than about 30% of the distance between the first and second vortices.

Claim 13 (Currently amended): The method according to claim 12, wherein the first and second periodic perturbations are generated in areas adjacent first and second ~~flap~~ flaps of the first and second wings.

Claim 14 (Currently amended): The method according to claim 13, further comprising:

extending first and second perturbation devices from the areas adjacent the first and second ~~flap~~ flaps of the first and second wings; and

retracting the first and second perturbation devices.

Claim 15 (Currently amended): The method according to claim 13, further comprising:

extending first and second unstreamed elements from the areas adjacent the first and second ~~flap~~ flaps of the first and second wings; and

retracting the first and second unstreamed elements.

Claim 16 (Currently amended): The method according to claim 15, wherein the unstreamed ~~element has~~ elements have ~~one of~~ a circular ~~and an elliptical~~ cross section.

Claim 17 (Original): The method according to claim 13, further comprising:

emitting first and second jets of fluid from the areas adjacent the first and second flaps of the first and second wings.

Claim 18 (New): The method according to claim 1, wherein the periodic perturbation corresponds to a Benard-von Karman instability.

Claim 19 (New): The method according to claim 1, wherein the periodic perturbation induces an increase in three-dimensional elliptic instabilities.

Claim 20 (New): The method according to claim 3, wherein the perturbation device has a diameter transverse with respect to a flow around the wing and the diameter depends on the wavelength of the periodic perturbation.

Claim 21 (New): The method according to claim 4, wherein the unstreamed element has a diameter transverse with respect to a flow around the wing.

Claim 22 (New): The method according to claim 4, wherein the unstreamed element has an elliptical cross section.

Claim 23 (New): The method according to claim 7, wherein the periodic perturbation corresponds to a Benard-von Karman instability.

Claim 24 (New): The method according to claim 7, wherein the jet of fluid is emitted from a flap of the aircraft.

Claim 25 (New): The method according to claim 7, wherein the periodic perturbation induces an increase in three-dimensional elliptic instabilities.

Claim 26 (New): The method according to claim 7, wherein, when the jet of fluid is emitted orthogonally to a flow around the wing, a velocity of the jet of fluid must be at least equal to a velocity of the aircraft.

Claim 27 (New): The method according to claim 10, wherein the first and second periodic perturbations correspond to Benard-von Karman instabilities.

Claim 28 (New): The method according to claim 10, wherein the first and second periodic perturbations induce an increase in core diameters of the co-rotating eddies.

Claim 29 (New): The method according to claim 15, wherein the unstreamed elements have elliptical cross sections.

Claim 30 (New): The method according to claim 10, wherein the first and second periodic perturbations induce increases in three-dimensional elliptic instabilities.

Claim 31 (New): The method according to claim 10, wherein the internal instability mode to be excited is determined from a ratio between the sizes of the cores of the eddies and the distance between the eddies.